


## Entertainments.

THEATRE  ROYAL

**CITY HALL.**  
**WEDNESDAY,**  
9th January, 1901.  
*Lessees and Proprietors:*  
Mrs. N. CHESTER, Messrs. A. H.  
and E. J. POLLARD.  
The first great event in the Colony of the  
20th CENTURY.

**POLLARD'S  
LILLIPUTIAN  
OPERA Co.**  
OF 50 PERFORMERS,  
IN THE CHARMING JAPANESE  
OPERA

**"THE GEISHA,"**  
WITH FULL SCENIC, MUSICAL AND  
LIMELIGHT EFFECTS.  
FOR TWO NIGHTS ONLY.

FRIDAY, SATURDAY,  
AND  
MONDAY,

11th 12th. and 14th January.  
For the First time in the Colony, The greatest  
American production  
**"THE BELLE OF NEW YORK,"**  
In Two Acts of Six Scenes

FOR 3 NIGHTS ONLY..  
1ST MATINEE,  
SATURDAY 12TH JAN

**"THE BELLE OF NEW YORK,"**  
AT 3 P.M.  
CHILDREN and AMATEURS HALF-PRICE.  
PLAN at ROBINSON'S. PRICES AS USUAL.

The Star Ferry Co. has kindly consented to delay the last ferry to 12.15. Arrangements have been made with the Peak Tramway Co. to run a Special Tram a quarter of an hour after the Performance.

A. LEVEY, Business Manager.

Hongkong, 5th January, 1901. [1514b]  
HONGKONG AMATEUR DRAMATIC CLUB.  
THE following are the Dates fixed for the PERFORMANCES of

"HIS EXCELLENCY."

MONDAY .....	11th February, 1901.
TUESDAY .....	12th       "       "
THURSDAY .....	14th       "       "
SATURDAY .....	16th       "       "
THURSDAY .....	21st       "       "

THURSDAY ..... 21st " "  
 SATURDAY ..... 23rd " "  
 A further announcement as regards dates for  
 Booking will be made later:  
 Hongkong, 22nd December, 1900. [1506b

**Notices of Firms.**  
**NOTICE.**  
WE have This Day admitted Mr. HERMANN EILMER and Mr. FELIX

LORRIA as PARTNERS in our FIRM.  
GROSSMANN & CO.  
Hongkong, 1st January, 1900. [13c]

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**NOTICE.**

THE authority hereby held by Mr. HANS

THE authority in this held by MR. HANS  
WILHELM HERMANN-EHMER to  
SIGN per PROCURATION the Name of our  
FIRMS at HONGKONG, SHANGHAI and HAN-  
KOW, EXPIRES on This Date.

Hongkong, 31st December, 1900. [21c]

**NOTICE.**

OUR SENIOR, Mr. H. CAESAR ERDMANN  
RETIRED from our FIRM on the 31st  
December, 1900, but will remain a DORMANT

PARTNER until further Notice.  
 Mr. MARTIN EDUARD FERDINAND MARCH.  
 Mr. ADOLF CARL SCHOMBURG.  
 Mr. WILHELM WIEDERHOLD.  
 Mr. EDUARD MORITZ HANS SCHUDART.  
 have To-day been admitted PARTNERS

Hongkong, Hamburg and China,  
1st January, 1901. [4c]

**NOTICE.**

W E have authorised Mr. G. E. HUYGEN  
to SIGN our FIRM per PROCURATION.  
WENDT & CO.  
Hongkong, } 1st January, 1901. [ic  
Canton, }

**NOTICE.**  
THE BUSINESS of BURNIE and GODDARD, Marine Surveyors, will in future be carried on under the Name of "GODDARD and DOUGLAS."  
MR. JAMES TORRY DOUGLAS has been

admitted a PARTNER from This Date.  
F. D. GODDARD,  
Hongkong, 1st January, 1901. [2c

**PUBLIC AUCTION.**  
**MESSRS. HUGHES and HOUGH** have  
 received Instructions from the Owner  
 to Sell by

PUBLIC AUCTION,  
IN ONE LOT,  
ON  
FRIDAY, the 25th day of January, 1901,  
at 3 o'clock P.M., at their  
SALES ROOMS.

ALL THAT Piece or Parcel of GROUND situate lying and being at Victoria, in the Colony of Hongkong and registered in the Land Office as INLAND LOT No. 1,096, together with the Message or Tenement Erections and Buildings thereon known as

“HALDON,” BONHAM ROAD, held from the CROWN for a Term of 999 years from the 25th day of December, 1890.  
Total Area 65,815 Square feet, Crown Rent \$300 per Annum.

For further Particulars and Conditions of Sale, apply to  
Messrs. JOHNSON, STOKES  
and MASTER,  
Solicitors for the Vendor,  
of to

Hongkong, 2nd January, 1901. [7c



Today's  
Advertisements.

**CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.**

**THE FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS** in the Company will be held at the COMPANY'S OFFICE, No. 6, Des Voeux Road, Victoria, on WEDNESDAY, the 8th instant, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December 1900, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOK of the Company will be CLOSED from the 12th to 16th instant, both Days inclusive.

**SHEWAN, TOMES & CO.,** General Managers.  
Hongkong, 7th January, 1901. [135c]

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR SHANGHAI.**

**THE Company's Steamship**

**"TAIWAN."**

Captain Harder, will be despatched as above TO-MORROW, the 8th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 7th January, 1901. [134c]

**COMPAGNIE DE NAVIGATION TONKINOISE.**

**FOR QUANG TRACH, WAN, HOIHOW, PHAKHOI AND HAIPHONG.**

(Taking Cargo at through Rates for HANOI, NAM-DINH, DAP-CAU, VINH, YEN-BAI, LAOKAY and other Provinces of Tonkin.)

**THE Steamship**

**"HUE."**

Captain Godinard, will be despatched for the above Ports, on WEDNESDAY, the 9th instant, at 10 A.M.

The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Cabins and Saloon are situated above the main deck amidships, and special attention has been paid to ventilation which renders the Saloon delightfully cool in Summer.

The Saloon and Cabins are lighted throughout by Electricity.

For Freight or Passage, apply to A. R. MARTY, 2, Pedder Street.  
Hongkong, 7th January, 1901. [137c]

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR NAGASAKI, YOKOHAMA & KOBE.**

**THE Company's Steamship**

**"DENVENUE."**

will be despatched as above on WEDNESDAY, the 9th instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 7th January, 1901. [132c]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FOR MANILA.**

**THE Company's Steamship**

**"YUENSANG."**

Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 11th instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 7th January, 1901. [138c]

**THE OSAKA SHOSHEN KAISHA, LIMITED.**

**FOR SWATOW, AMOY AND TAMSUI.**

**THE Company's Steamship**

**"TAMU MARU."**

Captain K. Hasegawa, will be despatched for the above Ports, on SUNDAY, the 13th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 7th January, 1901. [146]

**IMPERIAL GERMAN MAIL LINE.**

**STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.**

**THE Imperial German Mail Steamship**

**"HAMBURG."**

of the HAMBURG-AMERICA LINE.

Captain Krich, due here with the outward German Mail about the 11th instant, will leave for the above Places about 24 hours after arrival.

**NORDEUTSCHER LLOYD.**

For further Particulars, apply to MELCHERS & CO., Agents.  
Hongkong, 7th January, 1901. [22]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR SYDNEY AND MELBOURNE.**

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

**THE Steamship**

**"GUTHRIE."**

Captain McArthur, will be despatched as above on THURSDAY, the 11th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Steward and a duly-qualified Surgeon are carried.

Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 7th January, 1901. [133c]

**FOR NEW YORK VIA PORTS AND SUEZ CANAL.**

With Liberty to call at MANILA.

**THE Steamship**

**"POLARSTJERNEN."**

will be despatched for the above Port, on or about the end of January.

For Freight, apply to DODWELL & CO., LIMITED, Agents.  
Hongkong, 7th January, 1901. [14]

Today's  
Advertisements.

**THEATRE ROYAL.**

**TO-MORROW, (TUESDAY), 8th JANUARY, 1901.**

**A GRAND GLOVE CONTEST,**

**OR TWENTY ROUNDS**

**TWO MINUTES EACH,**

**under MARQUIS OF QUEENSBERRY RULES,**

**will take place between**

**JOE RILEY, OF U.S.A.,**

**CHAMPION OF HONGKONG,**

**AND**

**ROGER MUSTOE**

**OF**

**H.M.S. "BARFLEUR,"**

**HEAVY-WEIGHT CHAMPION**

**OF THE**

**ARMY AND NAVY,**

**FOR THE**

**CHAMPIONSHIP**

**OF THE**

**FAR EAST**

**AND A**

**PURSE OF \$500.**

Under the Distinguished Patronage of H.E. Major-General GASCONE, C.M.G., Commanding the Troops in China.

Rear Admiral A. T. BRUCE, R.N., Commodore POWELL, C.B., R.N., and Officers of the Navy and Garrison.

Under the Management of Mr. J. H. DOWNS.

There will also be Four Preliminary Bouts of Four Rounds each, for details of which see Hand Bills.

By Kind Permission of the Officers of H.M.S. *Barfleur*, the Band of that ship will be in attendance.

Doors Open at 9 P.M.

Hongkong, 7th January, 1901. [155c]

**NOTICE.**

MR. F. C. LAING and MR. W. S. ROBERTS have this Day been admitted PARTNERS in our FIRM, the Partners now being MR. NEIL MACLEOD, MR. WILLIAM STEWART MACLEOD, MR. F. C. LAING and MR. W. S. ROBERTS.

MACLEOD & CO. [136c]

**STEAMERS EXPECTED.**

Names.	From.	Due.
Kumsang	Singapore	To-morrow
Silesia	Singapore	To-morrow
Prinzess Irene	Shanghai	To-morrow
Hitchi Maru	Japan	Jan. 9th
Hamburg	Singapore	Jan. 11th
City of Rio de Jan.	Japan	Jan. 14th
Coptic	San Francisco	Jan. 20th
Empress of India	Vancouver	Jan. 20th
Mayone	Glasgow	Jan. 24th

We would direct the attention of shipping firms in the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish the office, on the forms already supplied gratis with the latest available information every day.

**PROJECTED SAILINGS.**

Ship.	Destination.	Date.
Achilles	Liverpool	Jan. 18th
Adante	Portland, &c.	Jan. 15th
Akashi Maru	Poochow	Jan. 16th
America Maru	San Francisco, &c.	Feb. 7th
Anping Maru	Swatow, &c.	Jan. 6th
Bayern	Straits, &c.	Mar. 20th
Benvenue	Japan	Jan. 9th
Bingo Maru	Kobe & Yokohama	Feb. 18th
China	San Francisco, &c.	Mar. 12th
Chusan	Europe, &c.	Jan. 19th
City of Peking	San Francisco, &c.	Feb. 14th
City of Rio	San Francisco, &c.	Jan. 22nd
Coptic	San Francisco, &c.	Jan. 29th
Coromandel	Shanghai	Jan. 19th
Dardanus	London	Jan. 9th
Devonshire	New York	Jan. 10th
Diamante	Manila	Jan. 11th
Doric	San Francisco, &c.	Mar. 19th
Emp. China	Vancouver, &c.	Jan. 16th
Emp. India	Feb. 13th	
Emp. Japan	Mar. 13th	
Formosa	Swatow, &c.	Jan. 8th
Freiburg	Havre, &c.	Feb. 28th
Guelic	San Francisco, &c.	Feb. 23rd
Gondwin	Victoria, B.C., &c.	Jan. 18th
Guthrie	Sydney, &c.	Jan. 31st
Hamburg	Straits, &c.	Feb. 6th
Hochimaru	Morri, &c.	Jan. 30th
Hiei Maru	Marseilles, &c.	Jan. 11th
Hongkong Maru	San Francisco, &c.	Mar. 2nd
Hue	Hoihow, &c.	Jan. 6th
Izumi Maru	Shanghai, &c.	Jan. 19th
Japan	London	Jan. 12th
Kasuga Maru	Japan	Jan. 18th
Kawachi Maru	Kobe & Yokohama	Jan. 18th
Kiautschou	Straits, &c.	Mar. 6th
König Albert	Straits, &c.	April 17th
Lightning	Singapore, &c.	Jan. 9th
Loongsang	Manila	Jan. 9th
Nippon Maru	San Francisco, &c.	Jan. 12th
Nordenfyer	Havre, &c.	Jan. 12th
Olympia	Victoria, B.C., &c.	Feb. 1st
Polarstjernen	New York	Jan. 31st
Prinz Heinrich	Straits, &c.	May 3rd
Prinzess Irene	Straits, &c.	Jan. 9th
R. Morrow	New York	Q. Decap.
Rhipes	London	Jan. 22nd
Sachsen	Straits, &c.	Feb. 20th
Sambila	Havre, &c.	Jan. 22nd
Shanghai	Shanghai, &c.	Jan. 12th
Siberia	Havre, &c.	Feb. 18th
Silesia	Havre, &c.	Feb. 9th
Stuttgart	Straits, &c.	April 3rd
Tacoma	Victoria, B.C., &c.	Mar. 1st
Taiwan	Shanghai	Jan. 8th
Tamsui Maru	Swatow, &c.	Jan. 13th
Wakasa Maru	Marseilles, &c.	Jan. 25th
Yawata Maru	Sydney, &c.	Jan. 25th
Yuensang	Manila	Jan. 11th

## Intimations.

**EYE-SIGHT.**

MR. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL). Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of Eye Strain ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES only after testing the sight. [145b]

**A. S. WATSON & Co., LIMITED.**

**WINE MERCHANTS.**

ESTABLISHED A.D. 1841.

## CLARETS.

Wine.	Per Case.	Per Bottle.
St. ESTEPHE, Red Capsule	5 6/9	5 7/6
C St. JULIEN, Red Capsule	9 00	9 00
D LA ROSE, Red Capsule	12 96	13 92
CHATEAU HAUT BRION LARIVET	18 60	19 20
CHATEAU MOUTAN D'ARMAIL	21 00	22 20
CHATEAU PONTET CARNET	25 00	—
CHATEAU LA TOUR CARNET	30 00	—
CHATEAU RAUZY	42 00	—
CHATEAU LAFITE	48 00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZY and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

**A. S. WATSON & CO., LIMITED.**

**BIRTH.**

On the 26th December at Shanghai, the wife of FRED W. GODSIL, L.M. Customs, of a son (Edward Priestley Carr).

**DEATH.**

On the 28th December at "Alderwood," No. 1, Yangtseepoo Road, Shanghai, GEORGE PEEBLES, aged 52 years.

**The Hongkong Telegraph**

HONGKONG, MONDAY, JANUARY 7, 1901.

**NOTES AND COMMENTS.**

**The War in South Africa.**

Despite the best efforts of our generals DE WET still remains at large, and it is doubtless in great measure due to his success in harassing the British troops that the great recrudescence of armed resistance upon the part of the Boers is to be attributed. Still, there is no getting away from the fact that the situation in Cape Colony must be of a grave nature, particularly as it necessitates the landing of guns and the raising of a town guard at Capetown.

It is to be hoped that the present activity of the Boers will prove to be merely a last struggle before the whole of them see the utility of further resistance, but it is a pity that so long as DE WET is at large the military activity of the Boers will continue and peace will be impossible. We do not for a moment suppose that DE WET can change the destiny of South Africa. The Transvaal and the Orange Free State have been annexed by Great Britain and they must now become thoroughly British sooner or later. DE WET cannot alter this, but he can, and will if left at large, continue his resistance and so delay the peaceful settlement of affairs.

The formation of a Burgher Peace Committee at Pretoria promises well. The Boers are much more likely to listen to the voice of their own people than to that of the British, and there can be little doubt that those Burghers who have the true welfare of the country at heart, see that the Boer cause is a hopeless one. In all probability the war is now being carried on by those who have no real stake in the country, men who have nothing to lose and all to gain by looting. These men will flock to the Boer standard wherever it is raised with any prospect of success, and will naturally follow a clever general like DE WET wherever he pleases to lead them. If, however, as foreshadowed by Reuters, the older and more responsible Burghers have come to the conclusion that there is nothing to be gained by continuing the struggle, the war will end with the capture of DE WET. The only drawback is that DE WET appears to invariably out-general us, and escape with the bulk of his force just when his capture appears to be a moral certainty.

**REUTER'S TELEGRAMS.**

**BRITISH SOUTH AFRICA.**

London, January 4th.

The authorities at Capetown are preparing for all contingencies. The Boer prisoners have been removed to transports; recruiting for a new defence corps is brisk and all classes of loyalists are joining a town guard, which is in course of formation.

Farmers coming in from Carnarvon describe the Boers as travelling in parallel columns, with numerous flanking parties sweeping the country of horses and cattle. The British have evacuated Fauresmith and Jagersfontein for the purpose of concentration, and martial law has been extended.

**THE TRANSVAAL.**

An influential Burgher Peace Committee has been found (founded?) at Pretoria. The Boers are exceedingly active.

**LORD ROBERTS AT THE WAR OFFICE.**

Lord Roberts commences his duties at the War Office to-morrow.

**GREAT BRITAIN AND FRANCE.**

The *Daily Chronicle* says that an agreement has been concluded between Great Britain and France, by which the latter renounces all rights in Newfoundland in exchange for Gambia.

**WEATHER REPORT.**

The Observatory report says:—On the 6th at 11.50 a.m. the barometer continues rising on the China coast, and falling in the Sea of Japan. The depression appears to be still lying over the latter area. High pressure over N. China. Fresh monsoon on the China coast. Forecast:—Moderate or fresh N. and N.E. winds; dull, drizzling rain.

On the 7th at 11.55 a.m. the barometer has risen slightly on the China coast. Pressure is high over N. China with slight to moderate gradients and fresh monsoon on the coast, and in the N. part of the China Sea. Forecast:—Fresh N.E. winds; some drizzling rain or mist.

**LOCAL AND GENERAL.**

FROM THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, we have received a very useful date book, giving both the English and Chinese dates.

We note in the *Government Gazette* of the 5th inst., that H.E. the Governor has appointed George Herbert Wakeham to be a Justice of the Peace in this Colony.

The importation of Dogs into this Colony.—No dog brought from Shanghai will be permitted to land in this Colony for a period of four months from the 1st inst.

THERE were two cases of assaulting European Police Sergeants before the magistrate to-day. The offenders in each case were punished rather severely for their actions.

The Lady Superior of the Italian Convent begs to acknowledge with thanks the receipt of the following subscriptions to the funds of that Institution:—

A Friend	£50
D. Cusling Esq.	10
Mr. Haslop	10

The *North China Daily News* understands that the Committee of the Shanghai Branch of the China Association have telegraphed to London regarding the recent case of illegal arrest in the Settlement, urging that the regulations regarding arrests, which have been established after long experience, should be maintained.

The returns of the number of visitors to the City Hall Library and Museum for the week ended 6th January are:—

	Library.	Museum.
Non-Chinese	348	148
Chinese	109	2,639
Totals	457	2,187

We would remind our readers (as to booking for Pollard's Lilliputians. After an absence of 4 years the favorites arrive to-night from Calcutta direct. That they are favorites at a glance at the plan for the opening night will show, as there are few seats unreserved. Intending theatregoers would do well to reserve their seats without delay and thus prevent being disappointed.

VISCOUNT SUNDAY, says the *Pall Mall Gazette*, who succeeds his father as sixth Earl of Donoughmore, has hitherto borne a title which has no real existence. It has always, however, been the courtesy title of the heir to the Barony of Donoughmore. It seems to have originated in the first Earl's mistaken belief that his Viscounty of Donoughmore was termed "of Sunday" when in reality it was termed "of Knocklofty."

THE *Manila Times* says the *Bennington* has been cruising in Oriental waters for the past eight or ten years, and this is the first time she has had to have a complete going over, which speaks well for her builders. In this length of time the ship has cruised about 100,000 miles. The *Bennington* is now in the harbour here, waiting her turn at the Docks.

THE news will be read with great regret, says the *M. C. D. News* of 29th ult., of the premature death of Mr. George Peebles, Director of S. C. Farnham & Co., Ltd. Mr. Peebles was a marine engineer by profession and was for a time superintendent engineer in the service of the Ch. Navigation Co., Ltd. He was a very skillful engineer and a man of considerable attainments, though very quiet and retiring in demeanour, and very popular with all with whom he came in contact. He leaves a family with whom deep and general sympathy is felt in their great loss.

ACCORDING to the *Manila Times* it appears that certain music is prohibited in the Philippines. That paper says:—Pedro Castro and his band of native musicians appeared on the charge of playing Aguineldo's march at the Quiapo church festival on New Year's Day. Pedro contended that he did not know the march had been forbidden, and that on several occasions he had been asked to play it by American officers, once no later than Christmas, when the order came from a colonel to play the Star-Spangled Banner, the Spanish National anthem, and Aguineldo's march. The bench decided that a lesson was necessary and fined the maestro \$100 and gave him 30 days in jail. The rest of the band, numbering about thirty, were also given thirty days.

A CASE of attempted suicide is reported from the Eastern District. Alice Callaghan, a boarder at the Metropole Hotel, and formerly a barmaid at Thomas's Grill Rooms, made an attempt at taking her life. She left Thomas's employ on the 3rd of this month and had been for two days only at the Metropole Hotel. On Saturday-afternoon she attempted to cut her throat with a razor, but the weapon was taken from her. The proprietor of the hotel and the others there were watching her in consequence of the attempt she had made and then at about ten minutes to six, she deliberately flung herself from the verandah railings to the ground, a distance of about 25 feet. She fell on to the concrete below, and Inspector McNab, Chief Detective Inspector Hanson and Inspector Robertson, who were called to the spot as they were passing, got her removed to No. 2 Police Station, Wanchai.

From there she was conveyed to the Government Civil Hospital and thence to the Asylum. She is supposed to be suffering from mental derangement, and was injured about the back by the fall. Fortunately, the injuries are not very serious.

A VERY sad accident has occurred in the New Territory, the result of which being that a Chinese boy has lost his life. Mr. C. G. Klink, assistant superintendent at the Rope Works, Kennedytown, together with a party, was shooting yesterday in the New Territory in the vicinity of Sam Chun, which is just in Chinese Territory. Mr. Klink had his servant boy, aged about sixteen, with him to carry his things, when he fired at a pigeon. The bird was wounded and it dropped into some bushes. He sent the boy round to look for the pigeon but it could not be discovered. Whereupon Mr. Klink went himself and found the bird amongst the bushes. On his way back from the thick bush, the left barrel of the gun went off, and the boy, who was only a few feet away, received the contents of the barrel through his spine. He expired in about ten minutes. Mr. Klink was under the impression that the gun was not cocked, but there seems to have been a mistake. The body was brought to the Central Police Station at about one o'clock this morning, and it was conveyed to the public mortuary where it now lies. The whole affair was purely an accident, and as it took place in Chinese Territory, we cannot say what will be done.

We have to report a highway robbery, committed almost in our midst and in broad daylight. On Saturday, at about noon, Leung Chung, a foreman at the Taiiko Sugar Refinery, Quarry Bay, and partner in the Po Tai shop, 5, Des Voeux Road, set out for Quarry Bay in a private ricksha, with a bag containing \$400 in twenty and ten cent pieces, equally divided. He was accompanied by Lo Tai Po, his partner in the Po Tai shop, who also was in a private ricksha, and who carried another bag containing about \$346, being like the first bag of coin, equally divided in twenty and ten cent pieces.

The money was for the purpose of paying the coolies at Quarry Bay. All went well for the greater part of the journey, and there was no thought of danger on their part. When just past the North Point Battery, on the Shaikwan Road, seven men, armed with sticks, jumped out from the bushes on the side of the road and attacked the two partners before they had time to recover from their surprise. The robbers by force of numbers succeeded very soon in overcoming the weak opposition offered them, and snatching the two bags, containing between them nearly \$750, from the rickshas, bolted up the hillside and got clear away.

The victims of this outrage, at once made their way to the nearest police station and reported the robbery. They say they can identify the men, of whom descriptions have been issued by the police. This robbery is similar in the mode of execution adopted to the robbery and murder on Shatin Road, when, as will be remembered, three armed men waylaid and beat to death a foreman who was carrying in a ricksha a sum of money wherewith to pay his master's coolies.

The men in the present case had by some means probably made themselves aware of the fact that the money was to be transmitted to Quarry Bay for the purpose stated, and laid their plans accordingly. The police have actively taken the case up, the hills all round having being subjected to an exhaustive search for any clue, and there is every prospect of speedy arrests.

THE opening dance of the Shanghai Marine Engineer's Institute took place at the Masonic Hall on 29th ultimo. The music by the Town Band was excellent, the floor was all that could be wished, everything possible had been done for the comfort of the dancers, and altogether a very enjoyable evening was spent by the company present.

THE Government intend, it is stated, to order four new powerful cruisers to commission early in the New Year for service on the China Station. Two of the number will probably be the first-class cruisers *Spartiate* and *Cressy*. The former is of 11,000 tons displacement, and has practically finished her trials; while the *Cressy*, which is 12,000 tons, has only recently been delivered from the Fairfield Company's works. The other two vessels, it is thought probable, will be drawn from the *Cressy* class, which is armed with 9.2 guns in the principal batteries.

**AT THE MAGISTRACY.**

THE CASE AGAINST H. F. CARMICHAEL.

The hearing of the case against Mr. H. F. Carmichael came on again before Mr. Hazleland this afternoon.

Mr. H. E. Pollock, O.C. (instructed by Mr. Mousley) appeared on behalf of the complainant and Mr. M. W. Slade (instructed by Mr. Grist) represented the defendant.

Mr. Pollock in opening the proceedings to-day, applied to add after the word "did" the words, "on the 16th day of October, 1897 at Victoria in this Colony" in each of the six charges against the defendant.

Mr. Slade had no objection to these additions and they were allowed.

Mr. Pollock then recalled Mr. W. Hutton Potts.

Mr. Potts said in answer to Mr. Pollock, that he was Secretary on the 21st April 1896 and he made the minutes for the meeting at which it was decided to issue a fresh scrip in the name of John Harper. The defendant was present at that meeting.

Mr. Pollock then called Mr. Playfair, Manager of the National Bank of China, Ltd., who said he had only received the subpoena at 12 o'clock and had had no time to prepare anything. He said the defendant had had dealings with his bank. The bank held shares against money advanced to the defendant. The money was fixed amount advanced to Mr. Carmichael on the shares. They were deposited in collateral security.

Mr. Pollock asked witness to supply certain copies of entries in the books of the bank relating to the shares.

In answer to Mr. Slade witness said he was at the first meeting of Carmichael and Co. Ltd. to wind up the Company.

Mr. Playfair then left to fetch the copies of the books.

Mr. Pollock then said, as Mr. Slade did not intend to adduce any evidence, that he would go into one or two points of law to show the facts of the case as it presented itself to the prosecution. His Worship would have noted that in the first and third charges the defendant was charged with making a false entry. It was clear that the defendant did not make the entry, with his own hands.

Mr. Potts, the Secretary, was clearly an innocent agent in the matter. The law was that when anything was done by the procurement of an innocent agent, the person who procured that agent was considered by law to be a principal. The first case he would quote was *Queen v. Chiford* reported in 2 Carrington and Co. p. 202. Also in the case *Queen v. Houston*. As regarded the charges of forgery, by virtue of Ordinance of 1890 forgery was not triable summarily. He submitted that what His Worship had to do was to ask himself whether there had been any evidence to go to a jury upon which they might find that the defendant was guilty. It was not for His Worship to put himself in the place of the jury. With regard to the



abusive language towards Sergeant Lander, and with assaulting him in the execution of his duty.

The Hon. F. H. May (Capt. Superintendent of Police) prosecuted in the case and Mr. Grist defended.

The evidence of Sergeant Lander and P. C. Cooke was to the effect that the Indian was interfering with the provisions and despatches for Shatin and Tai Po from the Water Police Station. Sergeant Lander was responsible for the proper management of the affair and he ordered the defendant to go away and leave things alone. The Indian refused to comply and also clutched hold of the Sergeant, and used abusive language towards him. The Indian was eventually handcuffed and charged this morning.

Mr. Grist said that it was not a very serious affair, and he asked His Worship to impose only a small fine.

Mr. May said that he looked at it otherwise. He had thought it sufficiently serious to bring the matter into Court.

His Worship then said the evidence was very clear as to the abusive language. With reference to the assault, it had been proved that the defendant did assault the Sergeant, and it was a most serious case, the more so because it was committed at an out of the way station. On the first charge the defendant would be fined \$10 or four days' hard labour, and on the second charge he would be imprisoned for three weeks for common assault.

#### A DANGEROUS PRACTICE.

*Fire on a Kerosene Junk.*  
P. C. Last brought the Master of a kerosene junk before Mr. Kemp this morning for having a fire on board his junk whilst it was loaded with kerosene.

His Worship imposed a fine of \$15 or six weeks' hard labour.

The fine was paid.

#### OPHUS.

Lai Fung, a coolie, pleaded guilty before Mr. Kemp this morning to being in unlawful possession of seven taels of loose raw opium, and was fined \$35 or six weeks' hard labour.

The defendant put his hand into his pocket to that extent, which was surprising, considering the amount of the fine.

Yung Kwai, coolie, was charged before Mr. Kemp this morning with being in unlawful possession of seven taels of loose raw opium, not having a valid certificate.

His Worship imposed a fine of \$40 or in default, imprisonment with hard labour for two months.

The man went to gaol.

#### BEING DRUNK AND ASSAULTING A POLICE SERGEANT.

A fireman named T. Martin was charged before Mr. Hazland this morning with being drunk and disorderly, and with assaulting sergeant McSwaney in the execution of his duty.

His Worship fined him \$15 for the offences.

#### GAMBLING IN THE STREET.

Sergeant Gordon brought Lam Man, of no occupation, before Mr. Kemp this morning. He was charged with others not in custody with gambling in the street on the 5th inst.

A fine of \$10 or a month's hard labour was inflicted, the man paying the fine.

#### UNLAWFUL POSSESSION OF COPPER.

Li Chun, coolie, was charged before Mr. Kemp this morning with being in unlawful possession of about 70 pounds of copper, valued at about \$30.

His Worship fined him \$30 or one month's hard labour, and he went to gaol.

#### DISOBEYING AN ORDER OF BANISHMENT.

Choi Yau, coolie, was banished from the Colony in August 1900 for five years. He was found to have returned, and this morning Mr. Kemp sent him to prison for a year with hard labour.

#### THE "BARFLEUR" AFFAIR.

After making further enquiries, we find that the published accounts of the so-called "Barfleure" affair, as we stated on Friday last, greatly exaggerated. As a matter of fact three men are now awaiting trial on the charge of throwing stones overboard, while the leave of the rest of the crew is granted as usual. There has been no wholesale mutiny or insubordination at all, and the whole affair dwindles to a piece of petty spite against a particular officer on the part of one or more black sheep, who are to be found in every ship's company.

#### PRESENTATION TO MR. R. COOKE.

On Saturday evening Mr. R. Cooke, Assistant Manager of the Dock Coy., was waited upon in the Reading Room at Kowloon Docks by the members of the European staff, and presented with his life size portrait as a souvenir of the New Year 1901. On making the presentation Mr. Rutter referred to the long and friendly association of Mr. Cooke with the staff, and to the many kindnesses they had experienced at his hands. He expressed that Mr. Cooke's state of health had prevented him being present at the annual reunion, but felt convinced that he was with them in spirit. He had much pleasure in handing him the life like portrait, wishing him on behalf of all present good health and happiness in the coming year. He asked the staff to drink to the long life and prosperity of Mr. and Mrs. Cooke.

Mr. Cooke, who was deeply touched, thanked Mr. Rutter and all present for the kind manner in which his health and that of Mrs. Cooke had been responded to, and accepting the picture, said it would be much treasured by himself and handed down to his son after him as another token of the kindly spirit which he had always found exhibited towards him by the Dock Coy.'s employees with whom he was proud to identify himself.

The proceedings were brought to a close with three hearty cheers for Mr. and Mrs. Cooke.—Communicated.

#### THE PLAGUE.

Number of cases reported up till noon of the 5th January, 1901.

Chinese	2
Other Asiatics	0
Europeans	0

Number of cases reported during the past 48 hours

Chinese	1
Other Asiatics	0
Europeans	0

Total number of cases reported to date

Number of deaths reported up till noon of the 5th January, 1901.

Chinese	2
Other Asiatics	0
Europeans	0

Number of deaths reported during the past 48 hours

Chinese	0
Other Asiatics	0
Europeans	0

Total number of deaths reported to date

#### CRICKET.

A late start was made in this match, played on Saturday between the Hongkong C. C. and the Royal Hongkong Golf Club, as at 11 a.m. only about half the respective elevens had turned up. After a very good game, however, the golfers having completed their innings for 24, and the club theirs for 20, the Club had to acknowledge defeat, although it was registered under cover of darkness.

On Friday and Saturday next the return match between the Navy and the Club will take place; but punctuality will be necessary if the game is to be played out to a finish.

Appended are the score and analysis:—

#### ROYAL HONGKONG GOLF CLUB.

Li, H. R. W. 1st	2
Li, H. R. W. 2nd	2
Li, H. R. W. 3rd	2
Li, H. R. W. 4th	2
Li, H. R. W. 5th	2
Li, H. R. W. 6th	2
Li, H. R. W. 7th	2
Li, H. R. W. 8th	2
Li, H. R. W. 9th	2
Li, H. R. W. 10th	2
Li, H. R. W. 11th	2
Li, H. R. W. 12th	2
Li, H. R. W. 13th	2
Li, H. R. W. 14th	2
Li, H. R. W. 15th	2
Li, H. R. W. 16th	2
Li, H. R. W. 17th	2
Li, H. R. W. 18th	2
Li, H. R. W. 19th	2
Li, H. R. W. 20th	2

Total (54 holes) 24

H. K. C. C.

Li, H. R. W. 1st	2
Li, H. R. W. 2nd	2
Li, H. R. W. 3rd	2
Li, H. R. W. 4th	2
Li, H. R. W. 5th	2
Li, H. R. W. 6th	2
Li, H. R. W. 7th	2
Li, H. R. W. 8th	2
Li, H. R. W. 9th	2
Li, H. R. W. 10th	2
Li, H. R. W. 11th	2
Li, H. R. W. 12th	2
Li, H. R. W. 13th	2
Li, H. R. W. 14th	2
Li, H. R. W. 15th	2
Li, H. R. W. 16th	2
Li, H. R. W. 17th	2
Li, H. R. W. 18th	2
Li, H. R. W. 19th	2
Li, H. R. W. 20th	2

Total 24

H. K. C. C.

Li, H. R. W. 1st 2

Li, H. R. W. 2nd 2

Li, H. R. W. 3rd 2

Li, H. R. W. 4th 2

Li, H. R. W. 5th 2

Li, H. R. W. 6th 2

Li, H. R. W. 7th 2

Li, H. R. W. 8th 2

Li, H. R. W. 9th 2

Li, H. R. W. 10th 2

Li, H. R. W. 11th 2

Li, H. R. W. 12th 2

Li, H. R. W. 13th 2

Li, H. R. W. 14th 2

Li, H. R. W. 15th 2

Li, H. R. W. 16th 2

Li, H. R. W. 17th 2

Li, H. R. W. 18th 2

Li, H. R. W. 19th 2

Li, H. R. W. 20th 2

Li, H. R. W. 21st 2

Li, H. R. W. 22nd 2

Li, H. R. W. 23rd 2

Li, H. R. W. 24th 2

Li, H. R. W. 25th 2

Li, H. R. W. 26th 2

Li, H. R. W. 27th 2

Li, H. R. W. 28th 2

Li, H. R. W. 29th 2

Li, H. R. W. 30th 2

Li, H. R. W. 31st 2

Li, H. R. W. 32nd 2

Li, H. R. W. 33rd 2

Li, H. R. W. 34th 2

Li, H. R. W. 35th 2

Li, H. R. W. 36th 2

Li, H. R. W. 37th 2

Li, H. R. W. 38th 2

Li, H. R. W. 39th 2

Li, H. R. W. 40th 2

Li, H. R. W. 41st 2

Li, H. R. W. 42nd 2

Li, H. R. W. 43rd 2

Li, H. R. W. 44th 2

Li, H. R. W. 45th 2

Li, H. R. W. 46th 2

Li, H. R. W. 47th 2

Li, H. R. W. 48th 2

Li, H. R. W. 49th 2

Li, H. R. W. 50th 2

Li, H. R. W. 51st 2

Li, H. R. W. 52nd 2

Li, H. R. W. 53rd 2

Li, H. R. W. 54th 2

Li, H. R. W. 55th 2

Li, H. R. W. 56th 2

Li, H. R. W. 57th 2

Li, H. R. W. 58th 2

Li, H. R. W. 59th 2

Li, H. R. W. 60th 2

Li, H. R. W. 61st 2

Li, H. R. W. 62nd 2

Li, H. R. W. 63rd 2

Li, H. R. W. 64th 2

Li, H. R. W. 65th 2

Li, H. R. W. 66th 2

Li, H. R. W. 67th 2

Li, H. R. W. 68th 2

Li, H. R. W. 69th 2

Li, H. R. W. 70th 2

Li, H. R. W. 71st 2

Li, H. R. W. 72nd 2

Li, H. R. W. 73rd 2

Li, H. R. W. 74th 2

Li, H. R. W. 75th 2

Li, H. R. W. 76th 2

Li, H. R. W. 77th 2

Li, H. R. W. 78th 2

Li, H. R. W. 79th 2

Li, H. R. W. 80th 2

Li, H. R. W. 81st 2

Li, H. R. W. 82nd 2

Li, H. R. W. 83rd 2

Li, H. R. W. 84th 2

Li, H. R. W. 85th 2

Li, H. R. W. 86th 2

Li, H. R. W. 87th 2

Li, H. R. W. 88th 2

Li, H. R. W. 89th 2

Li, H. R. W. 90th 2

Li, H. R. W. 91st 2

Li, H. R. W. 92nd 2

Li, H. R. W. 93rd 2

Li, H. R. W. 94th 2

Li, H. R. W. 95th 2

Li, H. R. W. 96th 2

Li, H. R. W. 97th 2

Li, H. R. W. 98th 2

Li, H. R. W. 99th 2

Li, H. R. W. 100th 2

Li, H. R. W. 101st 2

Li, H. R. W. 102nd 2

Li, H. R. W. 103rd 2

Li, H. R. W. 104th 2

Li, H. R. W. 105th 2

Li, H. R. W. 106th 2

Li, H. R. W. 107th 2

Li, H. R. W. 108th 2

Li, H. R. W. 109th 2

Li, H. R. W. 110th 2

Li, H. R. W. 111th 2

Li, H. R. W. 112th 2

Li, H. R. W. 113th 2

Li, H. R. W. 114th 2

Li, H. R. W. 115th 2

Li, H. R. W. 116th 2

Li, H. R. W. 117th 2

Li, H. R. W. 118th 2

Li, H. R. W. 119th 2

Li, H. R. W. 120th 2

#### THE LOSS OF THE "SUHSIANG."

Writing from Ichang under date of 28th ult., the *North China Daily News* Correspondent says:—

The steamer *Suhsiang* left Ichang for Chungking at daylight on the 27th. Just above here begin the Yangtze Gorges, very fine from a scenery point of view, but dangerous to navigation on account of the rocks and rapids. The steamer, which the owner, Mr. Rickmers of Bremen, has just built especially for this trade, with shallow draft and powerful engines, was in command of Captain Breitig, who has the best knowledge of that portion of the River. The water is now very low, but the pilot assured the possibility of the trip. There were seven foreign passengers and twenty-one missionaries returning to Seichuen, on board.

The steamer passed the Ichang Gorge and the Tating Rapids easily, and arrived at noon at the entrance of the splendid Nicokouang Gorge (Sintan Rapids) forty-five miles above Ichang. The river bed is here full of sharp rocks, and the river turns round a cliff. The steamer proved to be too long. She knocked against a hidden rock and began to sink. The Chinese crew, frightened, jumped into the life-boats, which were capsized, and most of them were drowned. From this disaster it was impossible to run the steamer ashore. Chinese sampans hastened to the assistance of the steamer, and took the passengers ashore. All the Europeans were saved. The Captain stopped on board bravely to the last.

The *Suhsiang* was seen to drift down, with her stern raised perpendicularly out of the water, and after an explosion, disappeared entirely, with the Captain still on her. The catastrophe lasted twenty minutes in all. The passengers and the rescued portion of the crew spent the night in Chinese huts. We returned the next day to Ichang by junks and the steam-launch of the British gunboat *Essex*.

The steamer *Suhsiang* was built for the Chungking trade and was running in conjunction with the Rickmers Yangtze line, for whom Messrs. Arnold, Karburg & Co. are the local agents. The *Suhsiang* came out from Bremen this summer, and has latterly been employed landing troops and stores at Taku. On the close of navigation in the North she returned to Shanghai, and has since been engaged fitting out for the special navigation of the Upper Yangtze. She sailed from Shanghai on the 15th instant, with a full complement of cargo and passengers; among the latter were some twenty missionaries returning to Chungking, whence they had been removed by Mr. Consul Fraser in August last. These unhappy passengers have lost everything, and many are coming back to Shanghai again to rest. We understand that the vessel was insured at Lloyds in London. This unfortunate loss will be another set-back to the long attempted navigation of the Upper River. Yet we hope it will not be long before the attempt is renewed, for a failure, like the present, to run when the water is at its lowest, is no proof that the river is not navigable in safety during the greater portion of the year.

The experience of the *Pioneer* this past summer shows that there is no insuperable difficulty in running at high water period, when, however, the current is at its maximum strength, but in winter until the rocks are removed from the fairway, it would seem that the risk is too heavy for the *Suhsiang* had taken every precaution which her unfortunate captain thought requisite, after having himself made two preliminary voyages at both the high and low water seasons. The Tungling is the first of the important rapids that infest the stretch of water between Ichang and Kueifu, and is situated about 45 miles above the latter city; it is a nest of rocks through which run swift cross currents. It is to be hoped that this sad disaster will lead to some effective steps being taken for the improvement of the channel, such as were so successfully commenced at the Great New Rapids by Messrs. Grey, Donald and Tyler in the winter of 1897-1898, but which were never completed, avowedly from lack of funds.—*N. C. Daily News*.

#### THE ILLEGAL ARREST AT SHANGHAI.

On the above subject the *North China Daily News* of 31st ultimo, says:—

A few years ago the kidnapping of a Chinaman in the Foreign Settlement and his conveyance into the city, where he has been made to confess under torture—at least so it is reported and the report is no doubt true—that he is involved in a conspiracy against the Empress Dowager, the common enemy of all foreigners in China, would have stirred Shanghai to its depths. The Municipal Council would not have rested until the man was hauled back, and the Consular Body would not have been appealed to in vain to protect the liberties of the Settlement. As to the illegality of the arrest in Hongkong on the



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 11th Jan., at Daylight.
G. Anderson	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 18th Jan., at Noon.
KASUGA MARU	HAMA	FRIDAY, 18th Jan., at Noon.
E. V. Haswell	KOBE and YOKOHAMA	FRIDAY, 18th Jan., at Daylight.
KAWACHI MARU	SHANGHAI, KOBE and YOKOHAMA	SATURDAY, 19th Jan., at 4 P.M.
IZUMI MARU	HAMA	SATURDAY, 19th Jan., at 4 P.M.
J. Curlew	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 25th Jan., at Daylight.
WAKASA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th Jan., at 4 P.M.
A. E. Moses	MOJI, KOBE and YOKOHAMA	WEDNESDAY, 30th Jan., at Noon.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	MONDAY, 18th Feb., at Daylight.
S. Yoshitawa	KOBE and YOKOHAMA	MONDAY, 18th Feb., at Daylight.
BINGO MARU	KOBE and YOKOHAMA	MONDAY, 18th Feb., at Daylight.
F. Davies	KOBE and YOKOHAMA	MONDAY, 18th Feb., at Daylight.

\* Taking Cargo and Passengers for CANADA and UNITED STATES, transhipping at KOBE, per S.S. "KINSHU MARU," sailing thence on the 1st February, 1901.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 4th January, 1901.

## HAMBURG-AMERIKA LINE.

(Freight Service).

## NORDDEUTSCHER LLOYD.

(Freight Service).

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NORDBERNE	MARSEILLES, HAVRE & HAMBURG	12th Jan., Freight.
Pesch	(LONDON with transshipment in HAMBURG)	12th Jan., Freight.
SAMBIA	HAVRE & HAMBURG	12th Jan., Freight.
Schmidt	(LONDON with transshipment in HAMBURG)	12th Jan., Freight.
SILESIA	HAVRE & HAMBURG	9th Feb., Freight and Passage.
Ibale	(LONDON with transshipment in HAMBURG)	9th Feb., Freight and Passage.
SIBIRIA	HAVRE & HAMBURG	16th Feb., Freight and Passage.
Ibale	(LONDON with transshipment in HAMBURG)	16th Feb., Freight and Passage.
PREIBURG	HAVRE & HAMBURG	23rd Feb., Freight.
Proesch	(LONDON with transshipment in HAMBURG)	23rd Feb., Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 12th Jan., 1901, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 7th Feb., 1901, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 2nd Mar., 1901, at Noon.

## THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th January, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO. VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 22nd Jan., 1901, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 14th Feb., 1901, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 12th Mar., 1901, at Noon.

## THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 22nd January, 1901, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

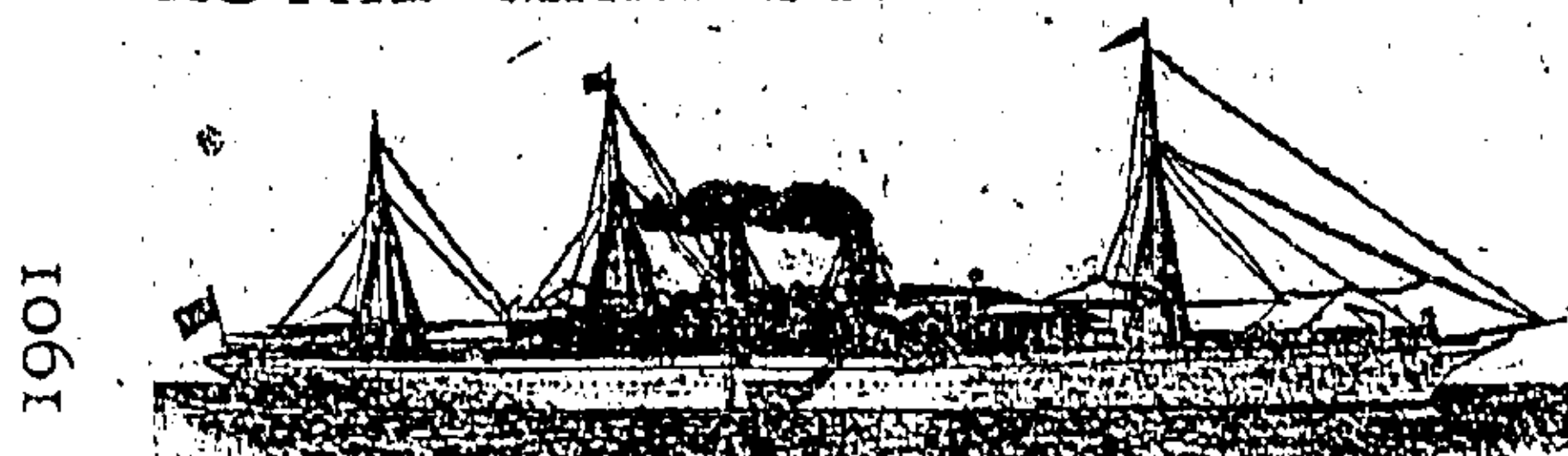
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

J. S. VAN BUREN, Agent.

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



## SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 16th January.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 13th February.  
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (The Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 19th December, 1900.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

## THE Steamship

"CHUSAN," Captain C. D. Bennett, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 19th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 5th January, 1901.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 29th January, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 23rd Feb., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 19th March, at Noon.

## THE Company's Steamship

"COPTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th January, 1901.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Goodwin	4,421	A. Jackson	Jan. 18
Olympia	2,837	J. Truebridge	Feb. 1
Tacoma	2,811	A. Dixon	Mar. 1

THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARD carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. Dining CAR is attached to trans-continental trains daily and night; TACOMA to NEW YORK in 43 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DVEA and ST. MICHAEL.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 2nd January, 1901.

## OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE, AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship "ADATQ," 2,145 tons. Captain J. McIntyre.

This Steamship will be despatched on TUESDAY, the 15th January, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under-signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 27th December, 1900.

## SAILING VESSEL.

FOR NEW YORK THE 3/3 L. II British Bark.

"R. MORROW," Captain Douglas, having arrived, is now loading here for the above Port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co.

Hongkong, 17th December, 1900.

## Shipping—Steamers.

## OCEAN STEAMSHIP COMPANY.

FOR.	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	DARDANUS	Steeves	9th Jan., at Noon.
"	RHODEUS	Day	22nd January, 1901.
LIVERPOOL	ACHILLIS	Brown	About 18th Jan., 1901.
(Taking Cargo at LONDON RATES)			
LIVERPOOL			
(Taking Cargo at LONDON RATES)			

For Freight, apply to

HONGKONG, 7th January, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 8th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK &amp; Co., General Managers.

Hongkong, 7th January, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY &amp; TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 9th January, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th December, 1900.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, on WEDNESDAY, the 9th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS &amp; Co., Agents.

Hongkong, 3rd January, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on WEDNESDAY, the 9th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 3rd January, 1901.

SHEWAN, TOMES &amp; CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE,"

Captain will be despatched for the above Port, on or about the 10th January, 1901.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 31st December, 1900.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"

Captain A. Ramsay, will be despatched for the above Port, on FRIDAY, the 11th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES &amp; Co., General Managers.

Hongkong, 5th January, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Suzuki, will be despatched for the above Port, on WEDNESDAY, the 16th instant, at Daylight.







erman, Mr. C.      Jackson, Mrs. J. B.  
man, Mr. G. S.      child  
erson, Capt. A.      Joseph, Mr. and

**VISITORS AND RESIDENTS AT THE PEAK HOTEL.**

Adamson, Mr. G. S. Adams, Capt. A. Andrews, Mr. D. A. Ayres, Mr. J. H. Baker, Mr. W. S. Barcroft, Capt. & Mrs. Barnes, Miss Bates, Mr. & Mrs. O. Beech, I. D. Belcher, Mr. F. J. G. Benjamin, Mr. C. F. Black, Mrs. Blair, Mr. Victor Booth, Mr. E. Boucher, Mr. F. Brace, Mrs. B. Brown, Mr. J. W. Bruce, Admiral and Lady, and maid Buchanan, Capt. and Mrs. Butler, Mr. Hart Cain, Mr. M. C. G. Cameron, Mr. & Mrs. Campbell, Dr. & B. F. Carr, Mr. T. S. Carroll, Mr. W. H. Casey, Miss F. Chapman, Mrs. and Miss Cheney, Mr. J. V. Clarke, Mr. P. C. Coburne, Mr. R. G. Conrad, R.A., Major Cook, Mr. and Mrs. C. Coomes, Mr. L. Cotton, Capt. P. S. Crawford, Comdr Croft, Mr. and Mrs. Curry, Kennedy Daly, Mr. C. Davies, Mr. John Deane, Mr. F. Dennis, Mr. F. Dillon, Mr. W. T. Doyle, Mr. R. T. Drummond, Mr. L. J. Eaton, Mr. Thos. Edwards, Mr. L. R. Ellis, Mr. L. R. Emery, Mr. L. R. Fennell, Mr. S. S. Finley, Capt. Ford, Mr. J. W. C. Gardner, Col. J. F. Gilbert, Mr. A. F. Goodland, Col. Granger, Mr. G. H. Greene, Mr. J. S. Greenwood, Mr. Andrew Hager, Colonel A. Hallam, Mr. D. M. Hamilton, Major W. W. Harris, R.A. Harston, Dr. G. M. Haynes, Col. J. Hughes, Col. G. A. Inglis, Mr. B. Jennings, Mr. E. Kearney, Mr. C. Gordon Kennedy, Mr. K. Lynch, Mrs. and Child Macdonald, Mr. Jas. McCallaghan, Capt. McDonald, Staff-Surg. H. Mann, Mr. C. A. Marshall, Mr. R. N. Martin, Mrs. Matheson, Mr. J. W. Mayhew, Lt.-Col. H.	Jackson, Mrs. J. B. Kane, child Joseph, Mr. and E. S. Kaech, Mr. E. A. Kiern, Mr. and Mrs. Killerby, Mrs. M. King, Maj. H. S. Knightwood, Mr. J. Knirk, Mr. J. F. Kuengle, Mrs. family Labatt, Capt. M. R. Lampton, Mrs. R. Lewis, Mr. A. R. Levey, Mr. A. Little, Mr. Littledale, R.E., W. Littleale, Major, and R. P. Long, Mr. & Mrs. R. Macclayden, Dr. J. Malloy, Lt-Col. Mortensen, Mr. J. Morton, Major Nash, R.E., Maj. O'Brien, Mr. E. O'Neill, Mr. and Mrs. J. Ormsly, Hon. R. Orr, Capt. S. G. Parfitt, Mr. W. Passy, Lt-Col. Pauling, Mr. G. Pauling, Mrs. Reel, Dr. L. R. Rosenthal, Mr. S. Scharrer, Mr. L. V. Scott, Mr. F. A. V. Smith, Mr. D. A. Stevens, Mr. G. R. Stevens, Mr. H. G. Stewart, Mr. E. H. Taylor, Mr. E. Wakeman, Mr. G. Watts, Mrs. Whaley, Mr. Wild, Lieut. and Bagnall Williamson, Mrs.
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**CRAIGIEBURR.**

Anderson, Mr. Jas. Allan, Capt. Anderson, Staff-Surg. H. Armstrong, Mr. C. A. Arnold, Mr. R. N. Barnes, Mrs. Beattie, Mr. J. W. Bell, Lt.-Col. H.	Hamilton, Mrs. Prynce, Capt. Ross, Mr. John A. Sharp, Mr. and E. H. Stricker, Mr. A. Volicelli, Consul Wall, Capt. F.
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**KOWLOON HOTEL.**

Anand, Mr. and Mrs. Aubert, Mr. and Mrs. Baker, Miss J. Barnes, Dr. and Mrs. Barnes, Miss Barnes, Mr. C. Barnes, Mr. R. J.	Nobb, Prof. A. P. Riley, Mr. Joseph Rondall, Mr. V. Scott, Mr. C. A. Shillington, Mr. Thomson, Mr. Wittmuss, Capt.
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**EXCHANGE.**

Hongkong, January	
London, Telegraphic Transfer	
" Bank Bills, on demand 2/6	
" Credits, 4 months' sight.....	
" Debits, 4 months' sight.....	
Berlin, (demand).....	M
New York, Bank Bills, on demand.....	M
" Credits, 4 months' sight.....	
" Credits, 30 days' sight.....	
Bombay, Telegraphic Transfer.....	O
Shanghai, Telegraphic Transfer.....	O
" Private 30 days' sight.....	T
Yokohama, T.Y. (demand).....	I
Overseas, Bank's Buying Rate.....	
Silver 100 touch, per tael.....	
Lead.....	
Persian, paper tied.....	800/820

**VESSLS IN PORT.**

Steamers,	
ANPANG MARU, Japanese steamer, 17, Atsumi, 5th Jan.—Amoy and Swatow Jan., General.—Mitsui Bussan Kaisha, German steamer, 1,713, P. Y. Jan.—Saigon 31st Dec, Rice.—Siemens & Co.	
EMPEROR OF RUSSIA, British steamer, 3, Archibald, B.N.R., 27th Dec.—Van B.C.) 5th Dec.—and Shanghai 24th and General.—C. P. R. Co.	
FORMOSA, British steamer, 674, A. E. 5th Jan.—Tamsui, Jan., Amoy and Swatow 4th, General.—Douglas, & Co.	
FLINTSHIRE, British steamer, 2,109, J. 4th Jan.—Moji 30th Dec, Coal.—Bussan Kaisha.	
GARONARE, American transport, 2,310, lane, and Jan.—Manila 29th Dec.—American Govt.	
GOODWIN, British steamer, 2,832, A. J. 28th Dec.—Moji 22nd Dec, Coal—well & Co., Ltd.	
HANSAG, German steamer, 1,500, L. Sel 1st Jan.—Shanghai 1st January, Go Siemens & Co.	
HILINSARG, British steamer, 1,536, P. Lake, 28th Dec.—Java 18th Dec.—Jardine, Matheson & Co.	
HOLSTEIN, German steamer, 985, M. 3rd Jan.—Manila 31st Dec, Ge Jespen & Co.	

Hemp.—Jardine, Matheson & Co.  
**LOOSK**, British steamer, 1,012, J. B. Jackson,  
 31st Dec.—Bangkok 24th Dec, Rice and  
 Teak Wood.—Butterfield & Swire.  
**LOYAL**, German steamer, 1,537, Lorenzen, 14th  
 January.—Saigon 1st Jan, Rice.—Sander,  
 Wieler & Co.  
**MACDUFF**, British steamer, 1,882, R. Glegg,  
 1st Jan.—Mojil 26th Dec, Coal.—Doddwell  
 & Co., Ltd.  
**MAUSANG**, British steamer, 1,643, R. Cox, 4th  
 Jan.—Sandakan 29th Dec, Timber.—  
 Jardine, Matheson & Co.  
**MEMNON**, Dutch steamer, 1,862, F. Chirmes,  
 5th Jan.—Singapore 29th Dec, General.  
 —Butterfield & Swire.  
**MICHAEL JENSEN**, German steamer, 710, J.  
 Jessen, 28th Dec.—Halongphong 21st Dec,  
 and Hong Kong 24th, Rice.—Jensen & Co.  
**MONSENATOR**, British steamer, 1,776, Davis,  
 31st Dec.—Mojil 25th Dec, Coals.—Order.  
**NIPPON MARU**, Japanese steamer, 3,300, W.  
 V. Greene, 3rd Jan.—San Francisco 6th  
 Dec, and Shanghai 1st Dec, Mails and  
 General.—P. & O. S. N. Co.  
**ON SANG**, British steamer, 1,787, J. Young,  
 3rd Jan.—Mojil 29th Dec, General.—  
 Jardine, Matheson & Co.  
**PARKING**, British steamer, 2,875, E. C. W.  
 Wallral, 25th Dec.—Manila 23rd Dec.  
 —Ballast.—U. S. Government.  
**PAX**, Belgian steamer, 1,207, E. Damvost,  
 2nd Dec.—Manila 30th Dec, General.—  
 Melchers & Co.  
**PEIVANG**, German steamer, 897, Köhler, 28th  
 Dec.—Mojil 22nd Dec, Coals.—Siemssen  
 & Co.  
**PHRA CHOM KLAO**, British steamer, 1,011, J.  
 Fowler, 28th Dec.—Bangkok 19th Dec,  
 Rice, &c.—Butterfield & Swire.  
**PICCOLA**, German steamer, 875, E. Huir,  
 18th Dec.—Chefoo 13th Dec, General.—  
 Meyer & Co.  
**SAMOA**, British steamer, 4,506, Hudson, 28th  
 Dec.—Mojil 23rd Dec, Coal.—Doddwell &  
 Co., Ltd.  
**SHANGHAI**, German steamer, 1,315, Remel-  
 meder, 22nd Dec.—Chefoo 16th Dec,  
 General.—Sander, Wieler & Co.  
**SKARSPON**, Norwegian steamer, 1,130, L. Tal-  
 lelsen, 4th Jan.—Nagasaki 30th Dec,  
 Flour.—T. M. Stevens.  
**STRATHAIR**, British steamer, 2,599, Farsyth,  
 2nd Jan.—Kutchinozu 27th Dec, Coal.—  
 Mitsui Bussan Kaisha.  
**TAI FOI**, German steamer, 1,065, E. Schipper,  
 30th Dec.—Mojil 24th Dec, Coal.—E. A.  
 Trading Co.  
**TAIWAN**, British steamer, 1,109, Harder, 31st  
 Dec.—Shanghai 28th Dec, General.—  
 Butterfield & Swire.  
**TAIYUAN**, British steamer, 1,495, R. Nelson,  
 2nd Jan.—Kobe 28th Dec, General.—  
 Butterfield & Swire.  
**TARTAR**, British steamer, 2,768, G. D. Bowles,  
 R.N.R., 28th Oct.—Vancouver, B.C. and  
 Puget Sound 25th Sept., General.—D. E.  
 Brown.  
**VIENNA**, British steamer, 2,653, A. McDougall,  
 31st Dec.—Otaru (Japan) 21st Dec, Coal.  
 —H. & H.  
**WILHELMINA**, Dutch ship, 2,791, J. de Vries,  
 18th Dec.—Manila 13th Dec, Ballast.—  
 Order.

**Sailing Vessels.**

**ADOLPH OBRIG**, American ship, 1,262, Ann-  
 bury, 19th Dec.—New York 2nd June and  
 Cheloo 10th Dec, Oil.—Standard Oil Co.  
**ASTORIA**, British ship, 1,429, J. Thorkelsen,  
 15th Dec.—Cardiff via Capetown 21st  
 Sept., Coals.—Carlowitz & Co.  
**BENJAMIN SEWALL**, American ship, 1,362,  
 A. M. Sewall, 23rd Sept.—Fremantle 11th  
 Aug, Sandal Wood.—Order.  
**BUTESHIRE**, British bark, 1,876, R. Purdie,  
 13th Dec.—Cardiff 20th July, Coal.—  
 Government.  
**COMMERCE**, American ship, 621, Butenshon,  
 3rd Jan.—Port Blackley 31st Oct, Lum-  
 ber.—Holliday, Wise & Co.  
**DUMBLANE**, Italian bark, 721, Trapani, 20th  
 Oct.—from Fremantle, Sandalwood.—  
 Order.  
**DUNDEE**, British ship, 1,998, Hemminger, 14th  
 Oct.—New York 29th June, Kerosine Oil.  
 —Standard Oil Co.  
**FULWOOD**, British ship, 1,986, Thomas, 1st  
 Dec.—Cardiff via Cape Town 26th Sept.,  
 Coal.—Government.  
**NEREUS**, German ship, 1,714, Beake, 30th  
 Dec.—Cardiff 8th Aug, Coals.—Master.  
**R. MORROW**, British bark, 1,156, C. F. Douglas,  
 4th Dec.—Manila 24th Nov., Ballast.—  
 Order.  
**SWANHILDA**, British ship, 1,999, Colm Fraser,  
 26th Nov.—New York 14th July, Case Oil.  
 —Standard Oil Co.

**HER BRITANNIC MAJESTY'S SHIPS  
ON THE CHINA STATION.**

Hongkong, January 7th, 1901

**Alacrity**, dispatch vessel, 1,700 tons, 10 6-p.  
 q.f. guns, 3,000 i.h.p., Commander C. G.  
 F. M. Cradock, Shanghai.  
**Algierine**, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.  
 Comdr. R. H. J. Stewart, Singapore.  
**Argonaut**, British cruiser, 11,000 tons, 16,500  
 i.h.p., 16-6 inch. q.f. guns, Capt. G. H.  
 Cherry, R.N., Amoy.  
**Asraa**, British 2nd-class cruiser, 4,300 tons,  
 10 6-p. i.h.p., 10 guns, Capt. A. W. Paget  
 C.M.G., Shanghai.  
**Aurora**, British cruiser, 5,600 tons, 12 guns,  
 Capt. E. H. Bayly, Shanghai.  
**Barfleur**, 1st class battleship, 13,000 tons, 1  
 gun, 13,163 i.h.p., Captain G. J. S. War-  
 render, Hongkong.  
**Bonaventure**, 2nd class cruiser, 3,000 tons, 1  
 gun, 9,000 i.h.p., Capt. C. J. G. Sawle  
 Taku.  
**Brish**, British cruiser, 1,770 tons, 6 guns, 4,600  
 i.h.p., Commander Sir Bouchier Wrey  
 Barr, Singapore.  
**Britannia**, British gunboat, 710 tons, Capt. F.  
 Walter, Hongkong.  
**Centurion**, British flagship, 10,500 tons, 14 guns,  
 9,000 h.p., Capt. J. R. Jellicoe, Woosung.  
**Daphne**, sloop, 1,140 tons, 8 guns, 2,000 i.h.p.  
 Comd. C. Winnington-Ingram, Shanghai.  
**Dido**, British 2nd-class cruiser, 550 tons, 1  
 gun, 9,000 i.h.p., Capt. Tillard, Hongkong.  
**Endymion**, British cruiser, 7,350 tons, 12 guns,  
 Capt. J. H. B. Jellicoe, Hongkong.  
**Esk**, coast defence gunboat, 553 tons, 2 guns,  
 200 i.h.p., Lieut. Comdr. F. Blunt, Chin-  
 kiang.  
**Faite**, twin screw, torpedo-boat destroyer, 36  
 tons, 2 guns, 5,400 i.h.p., Lieut. Comd. F.  
 Beatty Fownall, Hongkong.  
**Firebrand**, 3rd class gunboat, 455 tons, 4 guns,  
 360 i.h.p., Hongkong.  
**Goliath**, British battleship, 12,950 tons, 16 guns,  
 13,500 i.h.p., Capt. L. T. Wirtz, Shanghai.  
**Handy**, twin screw, torpedo-boat destroyer, 36  
 tons, 2 guns, 4,000 i.h.p., Lieut. Comd.  
 G. H. Holden, Hongkong.  
**Hart**, twin screw, torpedo-boat destroyer, 25  
 tons, 6 guns, 4,000 i.h.p., Lieut. and Comd.  
 J. G. Armstrong, Shanghai.  
**Hermione**, British cruiser, 4,360 tons, 10 guns,  
 Capt. R. S. D. Cumming, Shanghai.  
**Humber**, storeship, 1,640 tons, 800 l.h.p., Comd.  
 H. J. Davison, Hongkong.

mythe, Hankow.  
British gunboat, 715 tons, Capt. J. C. Watson, Canton, cruiser, 1,415 tons, 6 guns, Capt. Joffin G. M. Field, Donghai.  
British cruiser, 1,770 tons, Capt. F. W. Freeman, Shanghai.  
British cruiser, 5,600 tons, 12 guns, Capt. J. H. Burke, C.B., Hongkong.  
torpedo-boat destroyer, Lieut. and Com. A. O. Wilkin, D.S.O., Hongkong.  
British gunboat, 775 tons, 6 guns, 2,200 i.h.p., Lieut.-Comdr. C. P. R. Coode, Chefoo.  
British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Wei-hai-wei.  
British gunboat, 555 tons, 6 guns, 2,000 i.h.p., Lieut.-Comdr. J. F. E. Green, Singapore.  
British cruiser, 3,600 tons, 6 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.  
British gunboat, 453 tons, 6 guns, 2,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.  
British gunboat, 920 tons, Capt. W. R. Creswell, R.N., C.M.G., Hongkong.  
British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.  
British river-gunboat, 2 guns, Lieut.-Com. C. V. Young, Canton.  
British sloop, 980 tons, 6 guns, Capt. C. Hamilton, Shanghai.  
British river-gunboat, 2 guns, Lt. Comdr. Carr, Hongkong.  
British gunboat, 85 tons, 2 guns, 130 h.p., Commander Oldham, Shanghai.  
gun-vessel, 756 tons, 2 heavy guns, 4 pounders, 870 i.h.p., Hongkong.  
torpedo-boat destroyer, 250 tons, Lieut.-Comdr. Philimore, Hongkong.  
British receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.  
British cruiser, 14,200 tons, 30 guns, 10,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.  
British coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.  
British class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong.  
British cruiser, 2,460 tons, 8 guns, 9,350 h.p., Capt. A. F. C. Noel, Shanghai.  
British surveying ship, 620 tons, Lieut.-Comdr. Hay, Hongkong.  
British torpedo-boat destroyer, 560 tons, 6 guns, 6,000 i.h.p., Lieut. and Comdr. L. Kozaniz, Shanghai.  
British coast defence ship, 2,750 tons, 4 guns, 4,000 i.h.p., Hongkong.  
British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, Kiukiang.  
British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Shanghai.  
British torpedo-boats in Reserve Nos. 8 and 29, 35, 37 and 38, first-class; and 3 second-class.

**Miscellaneous.**  
Portuguese cruiser, 1,800 tons, Capt. Andrew, Macao.  
Austrian gunboat, 676 tons, Capt. W. Wern, Shanghai.  
Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Captain S. N. Sybrandt, Swatow.  
Austrian *Elisabeth*, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.  
Dutch *Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossuna, Swatow.  
Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.  
Austrian cruiser, 10 guns, 5,900 tons, 9,250 h.p., Capt. V. Bless Ritter Sambuchi, Shanghai.  
Dutch cruiser, 5 guns, 3,600 tons, 4,735 i.h.p., Capt. Jansen, Taku.  
Portuguese gunboat, 600 tons, Captain Fanto, Hongkong.  
Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montalmar, Swatow.

**REIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.**

**The Russian Squadron.**  
Russian armoured cruiser, 5,000 tons twin screw, 56 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
Russian armoured cruiser, 5,000 tons, 56 guns, 9,000 tons, 8,000 i.h.p., Capt. Verslovsky, at Tientsin.  
Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskisy, at Nagasaki.  
Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.  
Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.  
Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikowsky, at Tientsin.  
Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.  
Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.  
Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.  
Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
Russian cruiser, 1,331 tons, 14 guns, 2,000 h.p., Capt. Zarine, at Nagasaki.  
Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriano, at Nagasaki.  
Russian battleship, 13,000 tons, Capt. Grevais, at Japan.  
Russian armoured cruiser, 12,000 tons, 24 guns, 14,500 h.p., Capt. Demojiroff, at Taku.  
Russian cruiser, 1,350 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Hongkong.  
Russian fingship, 10,950 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,000 h.p., Capt. Haupt, at Port Arthur.  
Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.  
Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Molins, at Taku.  
Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
Russian 1st class Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19 knots.  
Russian *Monomach*, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.  
Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.  
Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulla, at Taku.  
Russian cruiser, 1,250 tons, 20 guns, 2,000 h.p., Capt. Shkurff, at Nagasaki.  
(1st and 2nd class).  
Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Russian torpedo boat, 23 tons, 1 gun,  
16 knots.  
Russian torpedo boat, 87 tons, 4 guns,  
10 knots.  
Russian torpedo boat, 23 tons, 1 gun,  
16 knots.  
Russian torpedo boat, 23 tons, 1 gun,  
16 knots.  
Russian torpedo boat, 140 tons, 4  
guns, 800 h.p., 22 knots.

**RUSSIAN TORPEDO FLOTILLA.**  
(SEA GOING.)  
Russian class, Russian torpedo boat, 81 tons,  
2 torp tubes, 1,100 h.p., speed 21  
knots.  
Russian torpedo boat, 96 tons,  
2 torp tubes 780 h.p., speed 22 knots.  
Russian torpedo boat, 140 tons, 4 guns,  
800 h.p., 22 knots.

Vice-Admiral Alexeff,  
Chief of Rear-Admiral F. V. Dubossoff,  
Chief of Rear-Admiral Reannoff

**RUSSIAN SQUADRON.**  
German battleship, 10,100 tons,  
15 guns, Capt. Rosendahl, at Wessung.  
German cruiser, 1,600 tons, 8 guns,  
15 kts., von Basewitz, at Shanghai.  
*Tismarck*, German flagship, 11,000  
tons, 16 guns, Capt. Graf Lottke, at Taku.  
German cruiser, 4,109 tons, 10 guns,  
15 kts., Capt. Rollmann, at Amoy.  
German cruiser, 1,600 tons, 8 guns,  
15 kts., r. Peters, at Taku.  
German cruiser, 6,000 tons, 30  
guns, Capt. Pohl, at Hongkong.  
German despatcher, 2,000 tons, 12  
guns, Capt. Runkel, at Wessung.  
German cruiser, 6,000 tons, 30 guns,  
15 kts., von Usedom, at Shanghai.  
German gunboat, 900 tons, 10 guns,  
r. Kinderling, at Taku.  
German gunboat, 1,000 tons, 10 guns,  
Comdr. Stahmer, at Shanghai.  
German cruiser, 4,200 tons, 8 guns,  
15 kts., Capt. Stein, at Tsingtau.  
*Augusta*, German cruiser, 6,331 tons,  
15 guns, 14,000 h.p., Capt. Gulich, at Hong-  
kong.  
*Friedrich Wilhelm*, German  
torpedo boat, 10,100 tons, 40 guns, Capt. von  
Kunze, at Wessung.  
German gunboat, 850 tons, 10 guns,  
r. Daehnhardt, at Canton.  
German cruiser, 1,120 tons, 8 guns,  
r. Boerner, at Hankow.  
German cruiser, 1,600 tons, 8 guns,  
r. Schack, at Swatow.  
German gunboat, 900 tons, 10 guns,  
r. von Mittelstadi, at Shanghai.  
*Burg*, German battleship, 10,100 tons,  
15 guns, Capt. Hofmeier, at Amoy.  
German battleship, 10,100 tons, 40  
guns, Capt. von Ingen, at Taku.  
German torpedo-boat, 320 tons, Capt.  
Ellen, at Shanghai.  
German torpedo-boat, 320 tons, Capt.  
Ellen, at Hongkong.  
German torpedo-boat, 320 tons, Capt.  
Ellen, at Shanghai.  
Vice-Admiral His Excellency Vice-Admiral  
Reannoff, Chief of Rear-Admiral Geissler.  
Flagship, Rear-Admiral Kirshioff.

**THE FRENCH SQUADRON.**  
gunboat, 2,300 tons, Lieut.-Comdr.  
y, at Shanghai.  
and class despatch-boat, Lt.-Comdr.  
la Croix de Castries, at Haiphong.  
*Loubet*, and-class cruiser, 4,000  
tons, 18 guns, Capt. Espinay St.  
Louis, at Hongkong.  
gunboat, 473 tons, Capt. Louët, at  
Canton.  
gunboat, 690 tons, Capt. Maresubette,  
at Hongkong.  
cruiser, 1st class cruiser, 8,100  
tons, 15 guns i.h.p., Capt. de  
Moules, at Taku.  
and class protected cruiser, 4,000  
tons, 35 guns 631 i.h.p., Captain Teslimatt,  
at Hongkong.  
dispatch-transport, Capt. Vallée, at  
Shanghai.  
gunboat, 693 tons, Capt. Adam, at  
Shanghai.  
1st-class cruiser, 9,000 tons, Capt.  
Adam, at Shanghai.  
1st class cruiser, 4,500 tons, 10 guns,  
Capt. Aubin, at Taku.  
3rd class cruiser, 1,300 tons, 13  
guns, 2,200 i.h.p., Capt. de la Motte du  
Roi, at Saigon.  
torpedo-boat, 500 tons, 8 guns, 576 h.p., Capt.  
Adam, at Taku.  
and class protected cruiser, 4,000 tons,  
10 guns, 9,000 i.h.p., Capt. M. Motet, at  
Shanghai.  
gunboat, 700 tons, 10 guns, 860 i.h.p.,  
r. Morinet, at Taku.  
gunboat, Captain G. del Villeneuve, at  
Shanghai.

Ship of Vice-Admiral Courjolles.

**THE AMERICAN SQUADRON.**  
U.S. cruiser, 3,500 tons, Comdr. J. E.  
Barnes, at Hongkong.  
gunboat, 1,710 tons, 6 guns,  
Comdr. C. H. Arnold, at Hong-  
kong.  
Flagship, U.S. cruiser, 9,215 tons,  
C. M. Thomas, at Taku.  
S. gunboat, 137 tons, 1 gun, 55 h.p.,  
Lt. Benjamin Tappan, at Manila.  
U.S. gunboat, 1,330 tons, 8 guns, 2,199  
h.p., Comdr. S. V. Very, at Shanghai.  
S. supply ship, 6,428 tons, 1,890 h.p.,  
Comdr. N. K. Patch, at Manila.  
U.S. gunboat, 1,700 tons, 6 guns, 3,405  
h.p., Comdr. S. M. Ackley, at Manila.  
U.S. supply ship, 7,000 tons, 2,350 h.p.,  
Comdr. J. W. Carlin, at Manila.  
of *le Austria*, U.S. gunboat, Capt. T.  
McLean, Manila.  
U.S. supply ship, Lieut.-Comdr. J. B.  
Hays, at Manila.  
U.S. gunboat, 1,397 tons, 8 guns, 1,998  
h.p., Comdr. E. K. Moore, at Manila.  
distiller, 6,100 tons, 1,300 h.p.,  
Comdr. D. W. Knox, at Manila.  
U.S. gunboat, 1,057 tons, 2 guns, 750  
h.p., Lieut.-Comdr. A. F. Natto, at Manila.  
U.S. gunboat, 1,000 tons, 1,500 i.h.p.,  
Comdrs. Comdr. E. H. Green, at Canton.  
*Duchess*, U.S. double-turret monitor, 4,000  
tons, 6 guns, 3,000 h.p., Comdr. John  
Gowan, at Hongkong.  
U.S. gunboat, 1,370 tons, 8 guns, 6 guns,  
h.p., Comd. G. A. Bicknell, at Taku.  
U.S. double-turret monitor, 4,000  
tons, 6 guns, 5,444 h.p., Comdr. G. W.  
Smith, at Canton.  
U.S. collier, at Manila.  
U.S. cruiser, 4,080 tons, Comdr. Mc-  
Lellan, at Taku.  
1st-class U.S. battleship, 10,288 tons,  
15 guns, 11,111 h.p., Capt. G. F. F. Willde,  
at Taku.  
U.S. gunboat, 892 tons, 4 guns, 1,095  
h.p., Comdr. G. Cornwell, at Manila.  
U.S. gunboat, 1,000 tons, 6 guns,  
h.p., Com. Harry Knox, at Shanghai.

*Asahi*, [Jap]  
i.h.p.,  
Yushima,  
h.p.,  
Fuji, 1st  
Chimera,  
h.p.,  
[Jap]  
h.p.,  
Kagura, 1st  
Chilora, 1st  
Akashi, 1st  
Yoshino,  
Naniwa,  
Tachibana,  
Chiyoada,  
Sumi, 1st  
Idzumi,  
Sai-yen,  
Akihashi,  
Mamiya,  
Miyako,  
Takao,  
Yeyama,  
Tulushiki,  
Masaka,  
Osagi,  
Siyanawa,  
Capit.  
Murashiki,  
Katsuma,  
Sase,  
Yamato,  
Chei,  
Termino,  
Kathimo,  
Sase,  
Amagi,  
suku,  
Oshima,  
Akmye,  
Anko,  
Miyagi,  
Chokai,  
Soko, 57  
Iwaki, 63  
Chinto,  
Chinochi,  
Chin Phi,  
Chin Chi,  
Yakichi,  
Japan.  
Tatsuta,  
550  
Murakami,  
Shirano,  
Yugiri,  
Shiranu,  
Ikadusa,  
Co.  
Kagero,  
Co.  
Kotaka,  
Shiranu,  
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Akehono,  
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Oboro,  
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14 boats,  
52 tons,  
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